



**CITY OF AUBURN
PUBLIC WORKS COMMITTEE**

March 16, 2009

DRAFT MINUTES

I. CALL TO ORDER

Chairman Rich Wagner called the meeting to order at 3:00 p.m. in Council Chambers, located on the first floor of Auburn City Hall, 25 West Main Street, Auburn, Washington. Committee members present were: Chairman Rich Wagner, Vice-Chair Gene Cerino, and Member Sue Singer. Also present during the meeting were: Mayor Peter B. Lewis, Public Works Director Dennis Dowdy, City Engineer/Assistant Director Dennis Selle, Assistant City Engineer Ingrid Gaub, Senior Project Engineer Bill Helbig, Utilities Engineer Dan Repp, Maintenance and Operations Manager Randy Bailey, City Attorney Dan Heid, Planning Director Cindy Baker, Assistant Planning Director Kevin Snyder, Director of Human Resources/Risk and Property Management Brenda Heineman, Government Relations Manager Carolyn Roberts, Engineering Aide Amber Mund, Project Engineer Ryan Vondrak, Water Quality Program Coordinator Chris Thorn, Storm Drainage Engineer Tim Carlaw, Sanitary Sewer Engineer Robert Elwell, Transportation Planner/Grants Manager Chris Hankins, Transportation Planner/Grants Manager Tiffin Goodman, Transportation Planner Joe Welsh, Traffic Engineer Pablo Para, Traffic Operations Engineer Scott Nutter, Sanitary Sewer Manager Sam Castro, Vice Chair Government Affairs for the Auburn Chamber of Commerce Terry Davis, President and COO for the Auburn Chamber of Commerce Nancy Wyatt, Citizen Wayland Scarff, and Department Secretary Jennifer Rigsby.

II. EXECUTIVE SESSION

Chairman Wagner called for an Executive Session at 3:03 p.m. to discuss a pending and potential litigation matter. The session will last approximately 10 minutes.

The Committee reconvened at 3:17 p.m.

III. CONSENT AGENDA

A. APPROVAL OF MINUTES

It was moved by Vice-Chair Cerino, seconded by Member Singer, that the Committee approve the Public Works Committee minutes for date, March 2, 2009. Motion carried.

B. APPROVE RIGHT-OF-WAY USE PERMIT NO. 09-04 FOR AUBURN SCHOOL DISTRICT FOR GRADUATION CEREMONIES

Engineering Aide Mund reported the Auburn School District has requested a Right-of-Way Use Permit for graduation ceremonies on June 13 and 14, 2009. They have requested to close 4th Street NE between E Street NE and H Street NE from 9:00 a.m. until 8:00 p.m. on June 13, 2009 and from 12:00 p.m. until 8:00 p.m. on June 14, 2009. This is the same and the closure requested in 2008 for graduation ceremonies.

It was moved by Vice-Chair Cerino, seconded by Member Singer, that the Committee approve Right-of-Way Use Permit No. 09-04 for Auburn School District for graduation ceremonies.

Motion carried 3-0.

- C. APPROVE FINAL PAY ESTIMATE NO. 2 TO CONTRACT NO. 08-08 IN THE AMOUNT OF \$99,178.54 FOR A TOTAL CONTRACT PRICE OF \$198,811.11 TO SLEAD LLC AND ACCEPT CONSTRUCTION OF PROJECT NO. CP0757 LARGE WATER METER AND VAULT REPLACEMENT PROJECT

Project Engineer Vondrak was present. There were no questions or comments from the Committee.

It was moved by Vice-Chair Cerino, seconded by Member Singer, that the Committee recommend City Council approve pay estimate no. 2 to contract no 08-08 to Slead LLC and accept construction of project no. CP0757, Large Water Meter and Vault Replacement Project.

Motion carried 3-0.

IV. ISSUES

- A. RESOLUTION NO. 4453 APPROVING THE 2009 STORMWATER MANAGEMENT PROGRAM AND AUTHORIZING THE MAYOR TO INCLUDE A COPY OF THE PROGRAM IN THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM WESTERN WASHINGTON PHASE II MUNICIPAL STORMWATER PERMIT ANNUAL REPORT FOR 2008 TO THE WASHINGTON STATE DEPARTMENT OF ECOLOGY

Water Quality Program Coordinator Thorn was present. Chairman Wagner asked if there were any changes made to the Stormwater Management Program since the last time it was reviewed by the Committee. Thorn answered there were no changes. There were no additional questions or comments from the Committee.

It was moved by Vice-Chair Cerino, seconded by Member Singer, that the Committee recommend Council adopt Resolution No. 4453 approving the 2009 Storm Management Program and authorizing the Mayor to include a copy of the program in the National Pollutant Discharge Elimination System Western Washington Phase II Municipal Stormwater Permit Annual Report for 2009 to the Washington State Department of Ecology.

Motion carried 3-0.

- B. RESOLUTION NO. 4459 AMENDING THE MORATORIUM ESTABLISHED BY RESOLUTION NO. 4300, AND AS AMENDED AND EXTENDED BY RESOLUTION NUMBERS 4321, 4383 AND 4433, ON THE FILING OF CERTAIN LAND USE, BUILDING AND GRADING PERMIT APPLICATIONS IN THE DRAINAGE AREA CONTRIBUTING SURFACE FLOWS TO MILL CREEK TRIBUTARIES 0045, 0047, 0048 AND 0053 AS IDENTIFIED BY KING COUNTY AND AS DEFINED HEREIN, CONTINUING TO BE EFFECTIVE FOR A PERIOD ENDING JUNE 30, 2009

Storm Drainage Engineer Carlaw explained Resolution No. 4459 is being brought forward in response to public testimony and a request made at the December 15, 2008 City Council Meeting. At that meeting, staff was asked to consider exemptions that could be added to the moratorium to allow existing residential property owners to develop on single family properties. The exemption will supersede the 10% development allowance clause included in Resolution No. 4300 and allow for detached garages, consistent with the Design Standards and also adjusts the language to give the City Engineer discretion in cases where there are properties

with boundaries crossing over into the moratorium area. Chairman Wagner asked if the exemption applies only to residential property. Carlaw confirmed it does.

Carlaw reviewed a land use map that included parcel numbers with the Committee. Carlaw also reviewed a topographic map with the Committee.

The Committee discussed the December 15th request. Mayor Lewis stated he asked for the exception clause in the moratorium to allow for small developments, such as the request to construct a workshop on one of the properties. Mayor Lewis asked how the amount of improvement is now resolved. Assistant Director/City Engineer Selle responded the 10% improvements are limited to single family development. The development has to be single family and mitigate the storm drainage so there is no impact down stream. Carlaw stated new lots can not be created.

Mayor Lewis said the intent of the exemption is to allow for an additional structure to be built where there is already a house. Storm Drainage Engineer Carlaw said the amendment goes further than that. Assistant Director/City Engineer Selle stated the resolution allows building on an existing lot for single family homes. The Committee discussed the intent of the exemption. Chairman Wagner stated it needs to be made clear that property owners will need professional storm drainage analysis for larger developments. Selle stated if the development is under the 10% allowance City staff would work with the property owner and if over, the 10% the burden of the storm drainage management design will be on the property owner to provide.

Wagner recommended changes be made to the resolution, modifying Section 1A, to still exempt the 10% allowance for development as in Resolution No. 4321 and adding an exemption for improvements greater than 10% requiring the property owner to provide a professionally engineered storm drainage plan.

It was moved by Vice-Chair Cerino, seconded by Member Singer, that the Committee recommend Council adopt Resolution No. 4459, with the modifications recommended.

Motion carried 3-0.

C. ORDINANCE NO. 6217 CREATING A NEW CHAPTER 3.96 OF THE AUBURN CITY CODE, IMPOSING AN EXCISE ON THE OPERATION OF LOADING DOCK DOORS WITHIN THE CITY, FOR THE PURPOSE OF RAISING REVENUE TO IMPROVE FREIGHT MOBILITY

Chairman Wagner stated he is in agreement with the letter received from the Chamber of Commerce and perhaps the Committee feels the excise on the operation of loading dock door will not be a sufficient revenue source at this time. Wagner recommended the ordinance be tabled and that the concept remain available as staff better understands the number of doors the excise would apply to and in a better economic climate. Vice-Chair Cerino agreed. Member Singer agreed and stated the excise may be used as part of a greater solution, but is not the only option and should not be the first option. Member Singer said she is in favor of a more comprehensive plan.

The Committee discussed the use of the terms "preservation" and "maintenance" be used in lieu of "improvement" and "enhancement" if the issue were brought back. Chairman Wagner discussed the findings of the Citizens' Arterial Task Force and the importance of better defining arterial streets rather than combining them all into one category.

It was moved by Vice-Chair Cerino, seconded by Member Singer, that the Committee recommend Council table Resolution No. 6217.

Motion carried 3-0.

V. DISCUSSION AND INFORMATION

A. RESOLUTION NO. 4464 DECLARING ITS INTENT TO PARTICIPATE IN THE NATIONAL LEAGUE OF CITIES (NLC) PRESCRIPTION DISCOUNT CARD PROGRAM* (Heineman)

Director of Human Resources/Risk and Property Management Heineman described the program to the Committee. Heineman reported that the program information will be available on the City's website as well as at all City locations (i.e. the Senior Center, City Hall, Library, etc.). This program will provide up to a 20% average savings on prescription drugs for people with no prescription drug coverage or for prescriptions not covered by insurance. The program will be ready to begin May 1, 2009.

Member Singer asked if the local pharmacies will be notified of the program. Heineman answered 9 out of 10 pharmacies already participate in the program.

Mayor Lewis commented that the program is something that can be done to help citizens right now. The Committee agreed.

Director of Human Resources/Risk and Property Management Heineman answered questions asked by Chairman Wagner about customer support for the program.

The Committee gave consensus.

B. SANITARY SEWER COMPREHENSIVE PLAN UPDATE – DRAFT CAPITAL IMPROVEMENT PLAN

Sanitary Sewer Engineer Elwell introduces the most recent draft of the Sanitary Sewer Comprehensive Plan Capital Improvements Plan. Elwell explained the list of projects is based on the feedback the Committee provided the other utility engineers.

The Committee discussed accounting for depreciation as a policy.

Chairman Wagner, referring to page 3, policy category 1 System Capacity, asked if grinder pumps are included when using the words "force mains". Elwell answered individual grinder pumps are owned by individuals and the City does not own any as a utility. Elwell stated grinder pumps are discouraged in the Design Standards. Chairman Wagner said there should also be a policy discouraging the use. Assistant Director/City Engineer Selle suggested a policy in two parts, to discourage the use because gravity is preferred and when it is used it will be a privately owned pump versus a public facility. The Committee concurred.

Director Dowdy answered questions asked by Member Singer regarding the difference between item 7 and item 18 on table 3-1. Member Singer recommended the phrase "capacity problems," used in item 7 be changed to "capacity requirements". Director Dowdy suggested "capacity deficiencies".

Chairman Wagner asked what the cost will be for developing the asset criticality database for the sanitary sewer utility, as described in Service Provision Policy 2.2 on table 3-2. Sanitary

Sewer Engineer Elwell stated the database is an objective to be met over time as the CarteGraph system comes online. Vice-Chair Cerino suggested rewording the phrase "will maintain" and providing more clarity.

Sanitary Sewer Engineer Elwell answered questions asked by Chairman Wagner about how the economic life of system assets is determined. Elwell explained if there was data available, the asset age, asset material, and the cost of replacing the asset are analyzed to predict when to replace the asset before failure. The benefit to this approach is that it is always much more expensive to replace an asset after failure than before. Utility Engineer Repp expanded on how assessments of the system are made and how the models that have been generated are used to predict economic life. Repp said the key to making accurate predictions is historical reference data such as asset age, material type and inspection reports. The objective is to assemble enough information so that accurate projections about when is the best time to replace an asset.

Utility Engineer Repp answered questions asked by Chairman Wagner regarding the tracking of cost of claims. Chairman Wagner recommended adding a statement referencing the support of Risk Management in the tracking of claims. Mayor Lewis agreed.

The Committee discussed the evaluation of customer satisfaction and the survey process. Mayor Lewis stated the Customer Satisfaction policy category and Level of Service be further reviewed by staff.

The Committee reviewed the project matrix.

Item 2 – Repair and Replacement/System Improvement Projects: Chairman Wagner asked why the 2010 figure is only \$300,000. Sanitary Sewer Engineer Elwell answered, historically, the repair and replacement projects have taken place every two years consistently.

Item 5 – Ellingson Pump Station Replacement/Upgrade: Chairman Wagner asked if the project should be a priority 2 project rather than priority 1. Elwell answered the pump station is in poor condition. It has a very small wet well and has reached capacity. Utility Engineer Repp reported there was a detailed analysis of the pump station was done by Brown and Caldwell Consultants who recommend replacement. It is the oldest pump station in the system and the structural integrity of the dry well is in question causing safety concerns for staff. Repp stated, in terms of operational considerations and difficulty, this pump station is the highest priority for replacement due to the multiple deficiencies. Staff is currently in the preliminary design phase and Repp offered to update the Committee on the results and recommendations when the phase is finished.

Item 6 – Dogwood Pump Station Replacement: Chairman Wagner asked if the replacement of the pump station also had to be priority 1 instead of priority 2 or 3. Elwell responded the one problem at the Dogwood Pump Station is staff access. It has a very narrow entrance preventing some staff from being able to access the station. Utility Engineer Repp reiterated these concerns but added that station mechanical and controls systems are at the end of their design life. Repp continued saying that the station has flooded twice due to valve failures. The Committee asked if widening the doorway will solve the concerns. Repp answered that is one of the options being reviewed. Staff is also exploring using equipment from the decommissioned White Mountain Trails Pump Station which is a newer station. Chairman Wagner asked that staff review the project and consider phasing.

Item 7 – Les Gove Area Improvements: The Committee agreed the sanitary sewer portion of the project should continue to be included.

Item 8 – Emergency Power Generators: Chairman Wagner asked if there are less expensive options for providing emergency power. Elwell answered the budget estimates are conservative since staff is facing many site related unknowns such as possible property acquisition.

C. CODE UPDATE PROJECT – DESIGN STANDARDS

Assistant Director/City Engineer Selle answered questions asked by Chairman Wagner regarding the criteria to be developed, referenced on page 10-7.

Member Singer asked how 10.02.5.1 will affect in-fill developments, which are not always able to get access to an arterial collector. Selle explained what staff is trying to address in the section is the construction of roads not necessarily developing property. Access for properties will be included in a separate section.

The Committee discussed developers dealing with existing road systems not being able to provide a second access route.

Traffic Engineer Para answered questions asked by Chairman Wagner regarding the increases in the Minimum Horizontal Curve Radius. The increases are due to not using the maximum superelevation allowed by AASHTO which previously were calculated into the minimum radius numbers but most residential roads do not include a superelevation. There is still the allowance to reduce the radius by incorporating a superelevation of the roadway.

Assistant Director/City Engineer Selle stated the next section of the Design Standards for Committee review is on access control and more discussions about tools staff can use for access control will be discussed.

D. 2009 PUBLIC WORKS PROJECTS – UPDATE

Item 5 – CP0634 – 4th St NE Sewer Force Main: Chairman Wagner asked if the project will be removed from the list since the City has no further plans for completion. Senior Project Engineer Helbig answered it will be removed pending comments from citizens on a letter that was sent out regarding the project's status.

Item 8 – CP0703 – Lakehaven Waterline Design: Member Singer commented the project is not complete. Helbig answered the project is on the completed list because the City of Auburn's portion of the project is complete. Helbig is unsure as to when Lakehaven Water District will complete the construction of the project.

Chairman Wagner asked why the project is not on the Capital Projects Status Report. Helbig responded the project was not initiated through the Committee as it was part of an Interlocal Agreement with Lakehaven that the City provide design of the waterline only to meet Lakehaven standards.

Member Singer noted there may be questions from the citizens when Lakehaven begins the construction of the project.

Item 13 – C504A – R Street SE Utility Improvements: Chairman Wagner asked if the stimulus package listed was a funding source. Senior Project Engineer Helbig answered the stimulus package was a potential funding source, but the project is moving forward with out it.

Item 15 – MS0805 – 2008 Crites Block Demolition Project: Chairman Wagner asked about the project's funding source. Helbig answered the project is currently on hold because of funding needs and project issues. Helbig noted this is a project managed by Facilities.

Item 22 – C410A – 277th Wetland Mitigation Monitoring: Chairman Wagner asked if the total estimated cost of \$100,000 is over the course of ten years. Helbig answered the \$100,000 is budgeted for 2009 due to the re-planting that is required to meet permit conditions.

Item 37 – Citywide Roadway Safety Improvements: Chairman Wagner asked if this project had been assigned a lower priority. Helbig answered the widening project was but not the safety project which is intended to install guardrail along a portion of the corridor.

Item 38 – 2009 Arterial Pavement Preservation: Chairman Wagner asked if the project was getting outside funding from the stimulus package. Member Singer commented the project was not on the list of projects submitted for stimulus funds.

Item 48 - CP0607 – Auburn Community Center: Chairman Wagner asked if there were other funding sources beside REET 1. Senior Project Engineer Helbig answered that is what is currently listed as the only funding source per Project/Construction Manager Burke but that we can verify this with Burke.

Item 54 – CP0638 – 15th Street NW Culvert Replacement: Senior Project Engineer Helbig answered questions asked by Chairman Wagner regarding the project scope of work. Helbig stated there were at one point street improvements included however he did not know the complete scope at this time.

Item 56 – C207A – A Street NW Corridor – Phase 1: Helbig answered questions asked by Chairman Wagner regarding project funding. Chairman Wagner asked if a portion of the project would be completed or if the project would be completed in its entirety when fully funded. Helbig answered because the funds are federal the environmental, Right-of-Way, and wetland mitigation for the corridor must be completed for the entire corridor before sections of the corridor can be constructed.

Item 58 – West Valley Highway Improvements: Senior Project Engineer Helbig responded to questions asked by Chairman Wagner about the storm funds being used for the project.

Item 59 – H Street SE LID: Senior Project Engineer Helbig reported a letter was sent to residents to verify neighborhood interest in the project.

E. NEIGHBORHOOD TRAFFIC CALMING PROGRAM – UPDATE

Transportation Planner/Grants Manager Hankins provided an update on the status of the Citywide Neighborhood Traffic Calming Program.

Hankins reported the Transportation Section staff has been attending the Neighborhood Meetings, conducted by Mayor Lewis and the Community Services Division. Staff is using input from the citizens at the Neighborhood Meetings as well as the formal Traffic Calming Program to log complaints and concerns, review problem areas, collect traffic data, and provide traffic

calming solutions for neighborhoods. The memo provided outlines the projects that have gone through the formal process in addition to projects staff has been working on with Mayor Lewis and the Community Services Division.

Mayor Lewis and the Committee discussed how the community meeting format has changed the traffic calming program from what was previously envisioned by the Committee. The intent is to address smaller issues when possible through a less formal process and to elevate more complex issues through a voting process as previously defined in the Program. The Committee has not seen any recent voting results because there have been very few done.

Member Singer asked when the traffic circle on 2nd Street SE and F Street SE will be removed. Transportation Planner/Grants Manager Hankins said notices of the circle removal were sent to residents last week and the circle will be removed in April. There will be stop signs installed prior to the circle being removed as a transition phase.

Traffic Engineer Para answered questions asked by Chairman Wagner regarding centerlines and fogs lines being painted on residential streets at curvatures. Assistant Director/City Engineer Selle said striping is done judiciously in problem areas to reduce the cost of paint and maintenance on streets that would not typically receive any striping.

Chairman Wagner asked if there are additional streets for traffic calming consideration. Hankins answered the list in the memo is a summary of projects currently being reviewed.

The Committee discussed the funds used for the Traffic Calming Program and the account used to insure that Redflex funds are being included in the program.

F. COMPREHENSIVE TRANSPORTATION PLAN UPDATE – NON-MOTORIZED, TRANSIT, INTELLIGENT TRANSPORTATION SYSTEM (ITS) POLICIES

Transportation Planner/Grants Manager Goodman provided a brief overview of the policy questions staff has for the Committee regarding the Comprehensive Transportation Plan and non-motorized, transit, and ITS.

Chairman Wagner questioned if specifically classifying bike lanes is something that should be continued. Goodman suggested using a system that has bike priority corridors instead of classes. Chairman Wagner suggested it be reviewed by Risk Management. Assistant Director/City Engineer Selle explained how a bike priority corridor system would be implemented and that in special situations staff would seek guidance from Risk Management and the Legal Department. Wagner recommended clarifying the policy following a review by Risk Management. The Committee agreed designating certain routes for emphasis is a good idea.

The Committee and staff discussed the differences and similarities of bicycle and pedestrian corridors. Assistant Director/City Engineer Selle explained there can be separate sections for each corridor in the Comprehensive Plan because not every corridor will be a high priority pedestrian and bicycle corridor. In some cases, they may be one or the other.

Chairman Wagner stated the criteria, listed on page 2, to be considered for identifying high priority pedestrian corridors in the annexation area were sufficient. Goodman commented staff will identify the corridors in the annexation area that meet the criteria and bring those locations back to the Committee for discussion.

Goodman outlined some different funding options for pedestrian projects. The current primary option is grant funding. Goodman mentioned Local Improvement Districts (LIDs) and pedestrian impact fees as possible funding options. Member Singer suggested future funds generated by the red light cameras could be a funding source to improve pedestrian safety. Chairman Wagner discussed using the Transportation Improvement Plan (TIP) to determine funding and not having pedestrian corridor funding separate. The Committee discussed the funding for sidewalk improvements outlines in the TIP.

Goodman reiterated the Committee's recommendation to identify the high priority pedestrian corridors, adopting them into the Comprehensive Plan, and then consider moving them into the TIP during the annual review

The Committee gave their support to interim improvements, such as extruded curb walkways, if sidewalks are not likely to be funded in the near future. Goodman commented the interim improvements will be beneficial in the Lea Hill and West Hill areas. The Committee and staff discussed various options for installing extruded curb paths. The Committee noted that extruded curb paths should not be used in place of sidewalks as a permanent solution, but they may be an acceptable interim measure.

The Committee began discussion on bicycle systems in the annexation areas. Transportation Planner/Grants Manager Goodman reported a high priority bicycle route network could be developed on the hills however getting up the hills may be difficult. The Committee discussed the feasibility of adding a marked bicycle path up Lea Hill. Member Singer suggested providing enough shoulder for cyclists to travel up the Hill, but not to necessarily mark it as a bicycle path.

The Committee discussed adding capital projects to add bicycle lanes/trails to the Comprehensive Plan.

The Committee and staff discussed the route options available to create a bicycle route up West Hill. Assistant Director/City Engineer Selle suggested soliciting both professional and casual cyclists for ideas about creating bicycle routes into the annexation areas. The Committee agreed. Goodman asked for clarification regarding identifying priority bicycle routes accessing the West Hill. Chairman Wagner responded more research needs to be done before possible routes can be identified. The Committee agreed.

The Committee discussed the transit service in the annexation areas. Goodman commented the Comprehensive Plan is a long-range plan and the City should determine what is wanted in the area of transit and begin working toward it. The Committee discussed the creation of a commuter route from Lea Hill to the Auburn Transit Station, as well as a circulator route from West Hill to the transit center.

Chairman Wagner was in agreement that the ITS objectives need to be included in the Comprehensive Plan. Traffic Operations Engineer Nutter answered questions asked by Chairman Wagner regarding the prioritization of the future ITS corridor projects. Assistant Director/City Engineer suggested including policy that can be used to prioritize the projects. Goodman noted that draft policies for prioritizing ITS implementation will be brought back to the Committee at a future date.

G. CAPITAL PROJECT STATUS REPORT

Item 32 – CP0701 – 8th & R Street Traffic Signal: Chairman Wagner asked for the funding to be reviewed based on the discussion at the previous committee meeting.

VI. ADDITIONAL DISCUSSION**A. CHANNELIZATION ISSUES AT AUBURN WAY NORTH AND S 277TH STREET**

Chairman Wagner invited Citizen Wayland Scarff and Transportation Planner Welsh to join the Committee for the discussion. Mr. Scarff provided the Committee with background information regarding the problems being caused by the c-curb recently installed on Auburn Way North as part of a development on the opposite side of Auburn Way. Mr. Scarff stated he is leasing, and now subleasing, the property at 5141 Auburn Way N and is intending to purchase the property from Gary Vig, the current owner. Mr. Scarff reported prior to when the intersection at S 277th Street and Auburn Way N was improved as part of the S 277th Street Project, there were three driveways accessing the property. One was removed to construct the intersection improvements. Due to the recent installation of c-curbing there is now no north-bound access to the property and customer traffic has now been reduced by 50%. Mr. Scarff said there was also no notification to the property owner that when the c-curb was installed there would no longer be north bound access to the property.

Using an aerial map, Transportation Planner Welsh demonstrated to the Committee the location of the original c-curb from the 277th Street project and the new c-curb for the recent development. Welsh stated because of the new development at the intersection, and after examination of the engineering standards and the accident history of the location, staff's conclusion was the existing c-curb would have to be extended. The current City Design Standards preclude access at the Vig property for all driveways. Welsh also indicated that there were previously 4 accidents in this location including 2 injury accidents, and 1 fatality accident. The fatality accident was a left out vehicle from the subject property and speeds of the vehicles involved were likely in excess of 35 MPH.

Welsh and Assistant Director/City Engineer Selle answered questions asked by Chairman Wagner about the capacity of the two north bound left turn lanes. Staff explained that if the turn lanes are at 50% capacity in mid day traffic, they are likely to be at full capacity during peak hour traffic. Selle also explained that there are concerns with the turns into the site with the length of queue at the intersection. Chairman Wagner spoke about the difficulty of creating a u-turn lane at the intersection. Wagner recommended staff do a study to determine the need for two north bound left turn lanes and moving the c-curb to allow for u-turns. Assistant Director/City Engineer Selle stated at the time S 277th Street and the intersection was built there was a need for both turn lanes and the need has increased since. Staff will review the data. Selle described some additional operational concerns associated with u-turns at the intersection.

Vice-Chair Cerino recommended allowing left turns into the property but still precluding left turns out. Member Singer asked if signs could be used in place of the c-curb, staff commented that signs may not remove the potential liability to the City based on recent case law.

Transportation Planner Welsh answered questions asked by Mayor Lewis regarding the traffic accident data and the direction of travel. The Committee discussed allowing for left turns in to the property and ways to prevent left turns out of the property. Staff will evaluate the possibility of allowing left turns in. Selle confirmed with the Committee that this only needed to be done for the Vig property and this evaluation is not being requested for the recently developed property on the SE corner of 277th and Auburn Way.

VII. ADJOURNMENT

There being no further business to come before the Public Works Committee, the meeting was adjourned at 6:00 p.m.

Approved this _____ day of _____, 2009.

Rich Wagner
Chairman

Jennifer Rigsby
Public Works Department Secretary